



DEPARTMENT OF THE NAVY

USS SEATTLE (AOE-3)

FPO NEW YORK 09587

AOE3/ADMIN:llc  
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From: Commanding Officer, USS SEATTLE (AOE-3)  
To: Director of Naval History (OP-09BH), Washington Navy Yard, Washington D.C.  
20374

Subj: USS SEATTLE 1982 Command History

Ref: (a) OPNAVINST 5750.12C

Encl: (1) USS SEATTLE 1982 Command History  
(2) Officers Assigned aboard USS SEATTLE 31 DEC 1982  
(3) 1982 Supply Statistics  
(4) 1982 Engineering Statistics  
(5) Ship's alongside 1 January 1982 to 31 December 1982  
(6) Photograph of USS SEATTLE taken in the Eastern Mediterranean by VF32 operating off USS INDEPENDENCE, 28 November 1982.  
(7) Photograph CAPT. T. B. ROTHRAUFF, Commanding Officer, USS SEATTLE, August 1982.  
(8) Photograph: Explosion Damage to USS SEATTLE Enlisted Dining Facility taken 12 July 1982, Porto Torres, Sardinia.  
(9) Photograph: Explosion Damage to USS SEATTLE After Steering Compartment taken 12 July 1982, Porto Torres, Sardinia.

1. As required by reference (a), subject command history is hereby submitted.

(b) (6)

T. B. ROTHRAUFF

## USS SEATTLE

### 1982 COMMAND HISTORY

Nineteen Eighty Two began with the Fast Combat Support Ship USS SEATTLE (AOE-3), commanded by Captain P.K. FITZWILLIAM, USN, located in its homeport of Norfolk, Virginia having just returned from a five month deployment to the Mediterranean and Indian Ocean. The ship's thirty day leave and upkeep period ended with a week long (23 -29 January) visit to the Naval Weapons Station, Yorktown, Virginia during which time the ship's cargo of ammunition was adjusted to meet the needs of Western Atlantic operations. Simultaneously preparations began for the cyclic INSURV inspection.

SEATTLE returned to Norfolk and embarked the body of RMI Fred SCHROEDER, USN (Ret) of Kingston, Tennessee who, before the assembled crew, was committed to the deep on 2 February. The ship remained underway in the Virginia Capes Operating Area until 5 February assisting pilots from Helicopter Cargo Squadron SIX with flight deck qualifications.

Returning to port SEATTLE proceeded to the Craney Island Fuel Piers to replenish her cargo of Marine Diesel Fuel and JP 5 for the first time since she returned from deployment. While getting underway from Craney Island the ship was hit by a tug boat, causing extensive damage to the ship's aft CHT system. The collision ultimately resulted in the securing of the Administrative Division berthing area while the Shore Intermediate Maintenance Activity, Norfolk, Virginia completed repairs.

The Washington's Birthday holiday was cut short when on 15 February SEATTLE moved from Pier 3 at the Norfolk Naval Station to Whiskey Anchorage in Hampton Roads to await the arrival of the Board of Inspection and Survey. The inspection was terminated after two days when a freak fog prevented the ship from leaving port for the Underway Material Inspection. The inspection was rescheduled for 1-5 March at which time the SEATTLE was determined to be fit for further service.

SEATTLE's first maintenance availability since completing her 1980 overhaul at Coastal Dry Dock Co. of Brooklyn, New York, began 8 March. During this period, which continued through the 27th, the Shore Intermediate Maintenance Activity, Norfolk, Virginia and the USS YELLOWSTONE assisted ship's company in the repair of various equipment and systems. On 22 and 23 March the ship received a Training Readiness Evaluation in preparation for Refresher Training in Guantanamo Bay, Cuba.

The months of April, May and June showed a marked increase in SEATTLE's tempo of operations. The ninety-one day period began with the ship enroute to Guantanamo Bay, Cuba. The twelve days of training were driven by an unsuccessful attempt to achieve OPPE certification. The crew put forth its best efforts completing numerous drills and ORE's in all areas of shipboard operations. The time was too short however to complete the requisite 78 drills demanded for the OPPE certification. During the return transit to Norfolk SEATTLE welcomed the USS CARL VINSON to the fleet, on 18 April, with the carrier's inaugural replenishment-at-sea. Returning to homeport in late April, the ship prepared for overseas movement by loading stores, valued at over 400 thousand dollars, provisions worth over a million dollars and vast quantities of ammunition. A full load of cargo fuel was obtained through a day long consolidation operation with the USNS NEOSHO in the Virginia Capes Operating Area.

Departing Norfolk on 7 June for the transit to the Mediterranean, the ship joined two task groups lead by the USS INDEPENDENCE and USS FORRESTAL, respectively. The ten day transit was an intensive period of drills, replenishments-at-sea and non-stop activity which included another burial-at-sea when on 8 June the ashes of FN Dale KESTNER were cast upon the waves. Unfortunately, the transit was marred by a man overboard, dropped torpedo, wiped spring bearing, and a June 11 collision between SEATTLE and USS AYLWIN when the SEATTLE lost steering control while refueling the frigate. The last days of June found SEATTLE on station off the coast of Lebanon, where on June 25th she completed one of the largest UNREPS of her career, transferring over 400 pallets, weighing 174 tons, valued at over 404 thousand dollars, to the USS FORRESTAL. In this one UNREP more material was transferred than on SEATTLE's entire last deployment.

The ship's operations in early July established the tempo for the rest of the quarter. Due to the confused situation in Lebanon, rocked by an Israeli invasion, the SEATTLE found herself tasked to provide a multitude of services to SIXTH FLEET units watchdogging that troubled nation. With supply lines stretched across the Mediterranean, from United States bases in Spain and Italy, SEATTLE was in constant demand as the ship's multi-product capability provided the versatility required to maintain large numbers of combatants and amphibious ships at that far outpost.

The fleet's constant demands for fuel and cargo necessitated several runs to Western and Central Mediterranean fuel ports in order to replenish the ship's stock of petroleum products and general consumables. On July 12 at one of these fuel ports, Porto Torres, Sardinia, a freak explosion in the after portion of the ship injured eight crewmen and caused damage to the after steering compartment and Enlisted Dining Facility. The explosion occurred while the ship was along side a fuel pier and was caused by a chemical reaction between fuel vapors and a chemical stored in one of the blast torn spaces. The crew responded rapidly and professionally to the situation, and SEATTLE was able to get underway, for Naples, Italy, less than 12 hours after general quarters was first sounded. The two most seriously injured, BTC (b) (6) and ENI (b) (6) were transported by the ship's helicopter to the Naval Regional Medical Center, Naples, Italy upon SEATTLE's arrival in that city. From there a U.S. Air Force C-9 Nightingale aircraft flew them to an Air Force hospital in Landstuhl, Germany. The two were ultimately transferred to the Naval Regional Medical Center, Portsmouth, Virginia to continue their convalescence prior to their return to full duty back aboard SEATTLE. Four of the injured were transferred to the USS FORRESTAL for treatment and then back to the states for convalescent leave.

The remainder of July proved to be a month of seemingly non-stop replenishments and fuel lifts. There was some time to rest however during a four day (15-18 July) stop in Naples, a five day port visit in Kalamatra, Greece, where SEATTLE crewmen worked to refurbish the city's Center for Boys, and a short visit to Alexandria, Egypt the first week in August.

While in Alexandria, Captain T.B. ROTHRAUFF, USN, reported aboard as SEATTLE's prospective Commanding Officer. The relieving process was completed during the ship's transit to Toulon, France where the actual change of command was conducted 9 August upon arrival at the French Naval Base located there. Immediately thereafter the ship began a two week maintenance availability during which time ship's force personnel assisted by French shipyard workers repaired residual damage from the explosion and completed other needed projects. Concurrent with the maintenance availability Captain ROTHRAUFF introduced a series of new policies to improve the crew's pride, professionalism, and performance. Key to these policies were a new emphasis on safety, damage control, proper watch standing, personal appearance, ship cleanliness, forehandedness in planning, and completeness of work. For the crew the most noticable change was the lengthening of

the work day by one half hour in the morning and 90 minutes in the afternoon, and the division of the day into three periods one for cleaning, one for maintenance, and one for training. Toward the end of the maintenance availability a Maintenance, Material Management Inspection was held. Scores for the inspection were unsatisfactory and the Commander Service Force Sixth Fleet agreed to schedule another inspection after receiving assurance that the ship's new initiatives would yield significant progress while the ship was in the Indian Ocean.

The ship departed Toulon on 21 August and headed east towards the Suez Canal for a second visit to the Indian Ocean in less than a year. However, when new turmoil erupted in Lebanon, creating a need to send U. S. Marines ashore in that troubled nation to restore order, plans changed. SEATTLE's multi-product capability was again in need, this time to support forces operating within sight of the Lebanese coast. Thus, the last days of August and the first weeks of September were spent off Lebanon, providing fuel, food and cargo wherever and whenever needed.

In mid-September SEATTLE was given orders to transit the Suez Canal and proceed to the Indian Ocean in company with the USS FORRESTAL and her escorts. Prior to departing SEATTLE was tasked with one final assignment, the transfer of a significant backlog of mail and cargo from Larnaca, Cyprus to the forces operating in the Eastern Mediterranean. Commenting on this operation the Commander of Task Group 60.4 said "SEATTLE demonstrated the utmost in responsiveness, flexibility and service to the fleet by receiving, sorting and dispatching in excess of 150,000 pounds of mail and cargo during a thirty six hour period. This was accomplished simultaneously with SEATTLE's participation in LOGREP/CONSOL OPS to ensure I/O (Indian Ocean) OPS commenced with a fully loaded MLSF (Military Logistic Support Force) ship as a battle group asset. My most sincere appreciation and admiration for a sterling performance by one of the Navy's finest support ships. 'SEATTLE Slew can do' says it all." (CTG SIX ZERO PT FOUR 121718Z Sep 82). The canal and Red Sea transits were smooth ones. However they were not uneventful, as the group slipped past the hostile nations which surround the Strait of Bab Al Mendeib and entered the Indian Ocean, joining the Pacific Fleet, on 16 September, with "condition three" watches set. The final days of the month were spent in the North Arabian Sea, with SEATTLE providing essential services to the FORRESTAL battle group, thus permitting the U. S. to maintain a valuable presence in that remote, but strategic, corner of the world.

The airhead at Al Masirah, where U. S. Air Force C-141's fly in from Diego Garcia and bases in Europe, is the life line of the fleet. SEATTLE provided an essential length in that line, furnishing airfield-to-flightdeck delivery service to units of the task group. The routine was almost monotonous, visiting the small island off the coast of the Sultanate of Oman on Tuesdays and Saturdays, picking up personnel, mail and cargo for distribution to the carrier and her escorts on Wednesdays and Sundays. Hours were long, but they were regular and this allowed the command to make major progress in all areas of shipboard maintenance, cleanliness, preservation and training. By stressing constant attention to detail and insisting that personnel in leadership positions get out on deck to show the way, it became obvious to all on board and all who came alongside that major changes for the better were in progress aboard the SEATTLE.

The FORRESTAL battle group remained in the Pacific Fleet until 13 October when it was back to "Condition Three" for the return through Bab Al Mendeib. On Sunday, 17 October, SEATTLE in company with the FORRESTAL and her escorts transited the Suez Canal. Highlighting the transit was a 12 hour Suez Canal run during which over 350 SEATTLE sailors accepted the challenge of the USS BARNEY and logged a total of 1530 miles around the ship's quarter mile Ol level, surpassing the previous unofficial record by 360 miles.



On October 20th SEATTLE made a quick stop in Augusta Bay, Sicily to transfer the Executive Officer, CDR W. B. TIRRELL, USN, and the Supply Officer, (b) (6), SC, USN. Relieving the Executive Officer was LCDR J. S. PERRY, USN, while (b) (6), SC, USN, relieved the Supply Officer. Additionally there were the usual items to pick up: food, fuel and cargo. From there it was on to Naples, Italy, arriving there on the 22nd, for five days of liberty. The weather was not going to cooperate though, as high winds and seas kept the duty section at sea detail the entire first night while approximately two thirds of the crew were trapped ashore. The weather did not clear the next day and the ship's helicopter detachment from Helicopter Cargo Squadron SIX was called upon to fly the crew back aboard. Also planned for the Naples visit was loading several thousand tons of cargo for ships operating in the Eastern Mediterranean, the rescheduled Maintenance, Material, Management Inspection and a Corrosion Control Inspection for the aviation detachment. Continuing bad weather prevented loading the cargo or the arrival of the maintenance inspectors. The helicopters were able to fly ashore however and complete their inspection with high marks. The cargo remained a problem until the arrival of USNS RIGEL. The RIGEL was able to enter the Naples inner harbor and in the relatively calm water load the cargo for alongside transfer to SEATTLE after she got underway on 26 October.

Once loaded SEATTLE proceeded directly to the Eastern Mediterranean where during the final week of the month she conducted several late night replenishments supplying the FORRESTAL and her escorts for their final transit west across the Mediterranean and then home to the states. Enroute to the Eastern Mediterranean Seaman (b) (6) of the Weapons Division had to be MEDIVACED to the island of Crete after falling into an elevator shaft. Later that week, on the morning of 29 October, LCDR PERRY, SEATTLE's new Executive Officer slipped and fell, (b) (6) requiring that he be MEDIVACED also. (b) (6), USN, the Engineer Officer, acted in LCDR PERRY's capacity until he returned aboard after the SEATTLE returned to Norfolk in December.

Filling the void left by the FORRESTAL battle group was the USS INDEPENDENCE and her escorts, ready to make November the most hectic month of the deployment. Additionally SEATTLE was now tasked with the logistic support of the amphibious and gun fire support ships operating off the coast of Lebanon. Between the battle and amphibious groups, SEATTLE replenished 39 ships that month for an average of 1.3 ships per day.

October and November were the months to prove if the new policies introduced the previous August were having their intended effect. In the area of training, selected exercises were conducted in all mission areas including command, control and communication; main propulsion, navigation and deck seamanship; electronic warfare, anti-air warfare and logistics. Scores in all areas averaged out to a grade of 96.82. On November 20th and 21st SEATTLE went through the all-important Maintenance, Material, Management Re-inspection achieving a ship wide PMS performance rate of .915 and a damage control PMS performance rate of .852. Regarding this inspection the Commander Service Squadron TWO, Rear Admiral J. T. PARKER, USN, sent the following message: "Very pleased to note improved planned maintenance system performance." One day later, it was time to put SEATTLE's combat punch to the test with a rare chance to launch a missile. In company with USS INDEPENDENCE, on a crystal clear Mediterranean day, SEATTLE's NATO Seasparrow System was able to achieve a five foot intercept at maximum range. These achievements in performance and training seem even more noteworthy in light of the fact that the ship had received numerous new personnel during the course of the deployment, over 50 new men in November alone, approximately ten percent of the crew.

The highlight of the month for the crew was none of this, however; it was, after three months at sea with only a few soggy hours in Naples, a chance for liberty. On 23 November SEATTLE anchored off the coast of Haifa, Israel for a five day port visit. During the week most of the crew took advantage of one and two day tours, which the ship's Welfare and Recreation Fund subsidized, of such familiar locations as Jerusalem, Bethlehem, Nazareth, the Sea of Galilee and the Jordan River.

Leaving Haifa on the 28th, SEATTLE, in company with the USS SYLVANIA, headed north for one last stop off the coast of Lebanon. There within sight of Beirut the two supply ships helicoptered supplies to the amphibious ships. That job completed, SEATTLE put to sea to take alongside four combatants, including the USS INDEPENDENCE, which were acting as escorts for the amphibious ships. From there SEATTLE turned her bow west and began her long trek home.

Enroute the ship stopped from 2 to 6 December in Augusta Bay, Sicily to complete some final maintenance and preservation before crossing the Atlantic. From there SEATTLE proceeded on to Rota, Spain, arriving on the 9th, to off load some ammunition that was required to remain in the Mediterranean and for some final days of liberty. The joy and anticipation of the Rota visit was greatly dampened the first night by the untimely death of a popular SEATTLE crewman, HTI D. L. BECK, USNR in an unfortunate vehicle accident.

Departing Rota on December 12 SEATTLE began what was to be the busiest ten days of the entire deployment. The first night out a memorial service for Petty Officer BECK was held. From there it was an almost continuous series of replenishments-at-sea with SEATTLE taking the 15 ships in company along side a total of 44 times, making a total of 229 ships alongside for the entire deployment. Toward the end of the transit SEATTLE underwent one of the most difficult inspections that a ship can go through. While passing Bermuda SEATTLE's helos flew to the U. S. Naval Air Station located there and picked up the Defense Nuclear Surety Inspection Team and Commander, Naval Surface Forces Atlantic Fleet Nuclear Technical Proficiency Inspection Team. The inspection was conducted the last three days at sea amidst what was probably the worst weather the ship had experienced since it left Norfolk on 7 June. The entire crew performed expertly with only "two minor" discrepancies noted during the DNSI. The comments of the augmenting NTPI report were especially noteworthy: "The zero number of deficiencies noted during the augmentation portion of the NTPI indicates that a comprehensive training program is in effect aboard SEATTLE. This is highly indicative of a well trained crew." (COMSERVRON TWO 271620Z DEC 82). Additionally the inspectors reported that the ship's Accident/Incident Team was the finest it had seen in inspecting over 40 ships.

On Wednesday morning, December 22, all the pain, effort, heartache, and trials were forgotten as the deployment came to an end and SEATTLE pulled into her berth at pier 3, Naval Station, Norfolk. For the remainder of the month and into the new year SEATTLE enjoyed a well-earned and welcome leave and upkeep period, before returning to full tasking status in early January 1983.



OFFICERS ASSIGNED ABOARD USS SEATTLE (AOE-3) 31 DECEMBER 1982

Captain Thomas B. ROTHRAUFF, U.S. Navy	Commanding Officer
Lieutenant Commander James S. PERRY, U.S. Navy	Executive Officer
Lieutenant Commander (b) (6) U.S. Navy	Engineer Officer
Lieutenant Commander (b) (6) U.S. Navy	Operations Officer
Lieutenant Commander (b) (6) SC, U.S. Navy	Supply Officer
Lieutenant Commander (b) (6) U.S. Navy	First Lieutenant
Lieutenant (b) (6) SC, U.S. Navy	Ass't Supply Officer
Lieutenant (b) (6) CHC, U.S. Naval Reserve	Chaplain
Lieutenant (b) (6) U.S. Navy	Navigator
Lieutenant (b) (6) MC, U.S. Naval Reserve	Medical Officer
Lieutenant (b) (6) U.S. Navy	Public Affair Officer
Lieutenant (b) (6) U.S. Naval Reserve	Comm Officer
Lieutenant (b) (6) U.S. Navy	CIC Officer
Lieutenant (b) (6) U.S. Navy	Assistant Engineer
Lieutenant Junior Grade (b) (6) U.S. Naval Reserve	First Division Officer
Lieutenant Junior Grade (b) (6) SC, U.S. Naval Reserve	Stores Officer
Lieutenant Junior Grade (b) (6) U.S. Naval Reserve	RASE/Legal Officer
Lieutenant Junior Grade (b) (6) SC, U.S. Naval Reserve	Food Service Officer
Ensign (b) (6) SC, U.S. Naval Reserve	Disbursing Officer
Ensign (b) (6) U.S. Naval Reserve	Admin Officer
Ensign (b) (6) U.S. Naval Reserve	DCA
Ensign (b) (6) U.S. Naval Reserve	EMO
CWO4 (b) (6) U.S. Navy	Auxiliaries Officer
CWO3 (b) (6) U.S. Navy	Ordnance/Cargo Officer
CWO2 Frank (b) (6) U.S. Navy	Ship's Bos'n
CWO2 William (b) (6) U.S. Navy	MPA

USS SEATTLE (AOE-3)  
SUPPLY STATISTICS  
1982 COMMAND HISTORY

1 JANUARY to 31 MARCH

Marine Diesel Fuel	
Transferred	424,771 gals to 3 ships
Received	2,074,209 gals in 1 lift
JP-5	
Transferred	1,990 gals to 5 ships
Received	0 gals
Food Service	
Rations Fed	33,055 meals
Value Stores Consumed	\$121,184.95

1 APRIL to 31 JUNE

Marine Diesel Fuel	
Transferred	7,650,399 gals to 38 ships
Received	7,829,463 gals in 5 lifts
JP-5	
Transferred	1,565,095 gals to 8 ships
Received	1,519,122 gals in 3 lifts
Food Service	
Rations Fed	34,414 meals
Value Stores Consumed	\$124,413.01

1 JULY to 30 SEPTEMBER

Marine Diesel Fuel	
Transferred	12,664,325 gals to 76 ships
Received	18,604,932 gals in 7 lifts
JP-5	
Transferred	5,253,181 gals to 38 ships
Received	5,192,341 gals in 6 lifts
Food Service	
Rations Fed	40,658 meals
Value Stores Consumed	\$146,302.00

1 OCTOBER to 31 DECEMBER

Marine Diesel Fuel	
Transferred	13,853,265 gals to 96 ships
Received	10,579,366 gals in 6 lifts
JP-5	
Transferred	4,465,623 gals to 42 ships
Received	3,330,414 gals in 5 lifts
Food Service	
Rations Fed	40,925 meals
Value Stores Consumed	\$155,980.26

NOTE: Fuel figures include usage and demand by USS SEATTLE

Enclosure (3)



USS SEATTLE  
ENGINEERING STATISTICS  
1982 COMMAND HISTORY

1 JANUARY to 31 MARCH

Fuel Consumed	430,804 gals
Feed Water Consumed	251,296 gals
Fresh Water Consumed	111,112 gals
Engine Miles Steamed	962 miles

1 APRIL to 30 JUNE

Fuel Consumed	1,949,512 gals
Feed Water Consumed	1,804,692 gals
Fresh Water Consumed	936,410 gals
Engine Miles Steamed	12,155 miles

1 JULY to 30 SEPTEMBER

Fuel Consumed	2,237,998 gals
Feed Water Consumed	2,063,011 gals
Fresh Water Consumed	2,065,021 gals
Engine Miles Steamed	17,623 miles

1 OCTOBER to 31 DECEMBER

Fuel Consumed	2,439,961 gals
Feed Water Consumed	2,347,115 gals
Fresh Water Consumed	2,118,859 gals
Engine Miles Steamed	19,331 miles

Enclosure (4)

SHIP'S ALONGSIDE 1 JANUARY 1982 - 31 DECEMBER 1982

02 April 1982	USS BIGALOW
02 April 1982	USS INDEPENDENCE
02 April 1982	USS VOGUE
08 April 1982	USS CONTZ
08 April 1982	USS SYLVANIA
12 April 1982	USS FAHRION
12 April 1982	USS FAHRION
18 April 1982	USS CARL VINSON
18 April 1982	USS CARL VINSON
18 April 1982	USS VOGUE
10 May 1982	USS NEOSHO
10 May 1982	USS KIDD
11 May 1982	USS KIDD
11 June 1982	USS FORRESTAL
11 June 1982	USS MCCLOY
11 June 1982	USS AYLWIN
11 June 1982	USS PRATT
11 June 1982	USS BIDDLE
11 June 1982	USS MANLEY
11 June 1982	USS ESTOCIN
14 June 1982	USS FORRESTAL
14 June 1982	USS FURER
14 June 1982	USS ESTOCIN
14 June 1982	USS MCCLOY
14 June 1982	USS AYLWIN
17 June 1982	USS INGRAM
17 June 1982	USS THORN
24 June 1982	USS FORRESTAL
25 June 1982	USS MILWAUKEE
26 June 1982	USS HERMITAGE
26 June 1982	USS VALDEZ
26 June 1982	USS CLARK
26 June 1982	USS NASHVILLE
26 June 1982	USS SAGINAW
26 June 1982	USS MT. BAKER
27 June 1982	USS WAINWRIGHT
27 June 1982	USS PAWCATUCK
28 June 1982	USS KING
28 June 1982	USS GUAM
30 June 1982	USS VREELAND
30 June 1982	USS FURER
30 June 1982	USS AYLWIN
30 June 1982	USS PAWCATUCK
01 July 1982	USS KING
02 July 1982	USS GUAM
02 July 1982	USS WAINWRIGHT
02 July 1982	USS NASHVILLE
03 July 1982	USS FURER
03 July 1982	USS FORRESTAL
04 July 1982	USS WACCAMAW
14 July 1982	USS BUTTE
27 July 1982	USS GUAM

Enclosure (5)

SHIP'S ALONGSIDE 1 JANUARY 1982 - 31 DECEMBER 1982

27 July 1982	USS HERMITAGE
30 July 1982	USS MCDONOUGH
30 July 1982	USS WAINWRIGHT
30 July 1982	USS JOHN KING
30 July 1982	USS VREELAND
30 July 1982	USS FURER
31 July 1982	USS FORRESTAL
31 July 1982	USS MT. BAKER
06 August 1982	USS MT. BAKER
08 August 1982	USS SYLVANIA
25 August 1982	USS WAINWRIGHT
26 August 1982	USS FORRESTAL
30 August 1982	USS FORRESTAL
31 August 1982	USNS PAWCATUCK
31 August 1982	USNS PAWCATUCK
02 September 1982	USS AYLWIN
03 September 1982	USS PRATT
04 September 1982	USS WAINWRIGHT
04 September 1982	USS FORRESTAL
05 September 1982	USNS PAWCATUCK
06 September 1982	USS JOHN KING
06 September 1982	USS TRUETT
06 September 1982	USS DUPONT
07 September 1982	USS FORRESTAL
07 September 1982	USS WAINWRIGHT
09 September 1982	USNS PAWCATUCK
09 September 1982	USNS RIGEL
11 September 1982	USS MANLEY
12 September 1982	USS MACDONOUGH
12 September 1982	USS VREELAND
14 September 1982	USS VREELAND
15 September 1982	USS WAINWRIGHT
15 September 1982	USS JOHN KING
15 September 1982	USS MACDONOUGH
15 September 1982	USS MANLEY
16 September 1982	USS FORRESTAL
16 September 1982	USS MANLEY
16 September 1982	USS JOHN KING
16 September 1982	USS MACDONOUGH
17 September 1982	USS WAINWRIGHT
17 September 1982	USS VREELAND
17 September 1982	HMAS ADELAIDE
20 September 1982	USS FORRESTAL
20 September 1982	USS VREELAND
20 September 1982	USS MANLEY
20 September 1982	USS JOHN KING
20 September 1982	USS WAINWRIGHT
20 September 1982	HMAS ADELAIDE
20 September 1982	USS MACDOUOUGH
20 September 1982	USS SAN JOSE
20 September 1982	USNS SEA LIFT PACIFIC



SHIP'S ALONGSIDE 1 JANUARY 1982 - 31 DECEMBER 1982

22 September 1982	USS RICHARD L. PAGE
23 September 1982	USS FORRESTAL
23 September 1982	USS MACDONOUGH
23 September 1982	HMAS ADELAIDE
23 September 1982	USS JOHN KING
23 September 1982	USS MANLEY
23 September 1982	USS SAN JOSE
23 September 1982	USS WAINWRIGHT
23 September 1982	USS VREELAND
26 September 1982	USS FORRESTAL
26 September 1982	USS MANLEY
26 September 1982	USS MACDONOUGH
26 September 1982	HMAS ADELAIDE
26 September 1982	HMAS ADELAIDE
26 September 1982	USS WAINWRIGHT
26 September 1982	USS VREELAND
29 September 1982	USS FORRESTAL
29 September 1982	USS MACDONOUGH
29 September 1982	USS VREELAND
29 September 1982	USS WAINWRIGHT
29 September 1982	USS MANLEY
29 September 1982	USS SAN JOSE
30 September 1982	USNS MISPELLION
01 October 1982	USS FORRESTAL
01 October 1982	USNS MISPELLION
03 October 1982	USS MACDONOUGH
03 October 1982	USS JOHN KING
03 October 1982	USS VREELAND
03 October 1982	USS MANLEY
03 October 1982	USS WAINWRIGHT
07 October 1982	USS FORRESTAL
07 October 1982	USS MANLEY
07 October 1982	USS JOHN KING
07 October 1982	USS VREELAND
07 October 1982	USS MACDONOUGH
07 October 1982	USNS MISPELLION
15 October 1982	USS WAINWRIGHT
15 October 1982	USS JOHN KING
15 October 1982	USS VREELAND
15 October 1982	USS FORRESTAL
17 October 1982	USS FORRESTAL
17 October 1982	USS WAINWRIGHT
17 October 1982	USS JOHN KING
17 October 1982	USS VREELAND
26 October 1982	USNS RIGEL
28 October 1982	USS RICHARD L. PAGE
28 October 1982	USS SIMMS
28 October 1982	USNS NEOSHO
28 October 1982	USS TRUETT
30 October 1982	USS FORRESTAL
30 October 1982	USS JOHN KING
30 October 1982	USS ESTOCIN

SHIP'S ALONGSIDE 1 JANUARY 1982 - 31 DECEMBER 1982

30 October 1982	USS VREELAND
31 October 1982	USS THORN
31 October 1982	USS INGRAM
01 November 1982	USS BIDDLE
01 November 1982	USS INDEPENDENCE
01 November 1982	USS PRATT
01 November 1982	USS AYLWIN
01 November 1982	USS ESTOCIN
03 November 1982	USS BIDDLE
04 November 1982	USS INDEPENDENCE
04 November 1982	USS PRATT
04 November 1982	USS THORN
04 November 1982	USS ESTOCIN
04 November 1982	USNS TRUCKEE
08 November 1982	USS PRATT
08 November 1982	USS SHREVEPORT
08 November 1982	USS AYLWIN
11 November 1982	USS INDEPENDENCE
11 November 1982	USS ESTOCIN
11 November 1982	USS BIDDLE
13 November 1982	USS SYLVANIA
13 November 1982	USNS RIGEL
13 November 1982	USS DUPONT
14 November 1982	USS TRUCKEE
15 November 1982	USS INDEPENDENCE
15 November 1982	USS BIDDLE
15 November 1982	USS PRATT
15 November 1982	USS FURER
15 November 1982	USS TRUCKEE
17 November 1982	USS MT. BAKER
19 November 1982	USS INDEPENDENCE
19 November 1982	USS BIDDLE
19 November 1982	USS FURER
21 November 1982	USS SHREVEPORT
21 November 1982	USS INCHON
21 November 1982	USS FT. SNELLING
28 November 1982	USS MT. BAKER
28 November 1982	USS INDEPENDENCE
28 November 1982	USS BIDDLE
28 November 1982	USS FURER
29 November 1982	USS SYLVANIA
30 November 1982	USS AYLWIN
13 December 1982	USS BIDDLE
13 December 1982	USS AYLWIN
13 December 1982	USS MACDONOUGH
13 December 1982	USS TRUETT
13 December 1982	USS DUPONT
13 December 1982	USS MCCLOY
13 December 1982	USS ESTOCIN
13 December 1982	USS PRATT
13 December 1982	USS MANLEY
13 December 1982	USS THORN

SHIP'S ALONGSIDE 1 JANUARY 1982 - 31 DECEMBER 1982

13 December 1982	USS FURER
13 December 1982	USS INGRAM
15 December 1982	USS MACDONOUGH
15 December 1982	USS PRATT
15 December 1982	USS DUPONT
15 December 1982	USS INGRAM
15 December 1982	USS MANLEY
16 December 1982	USS ESTOCIN
16 December 1982	USS MCCLOY
16 December 1982	USS BIDDLE
16 December 1982	USS THORN
16 December 1982	USS FURER
16 December 1982	USS AYLWIN
16 December 1982	USS TRUETT
17 December 1982	USS MACDONOUGH
17 December 1982	USS PRATT
17 December 1982	USS DUPONT
17 December 1982	USS INGRAM
17 December 1982	USS MANLEY
17 December 1982	USS MT. BAKER
19 December 1982	USS BIDDLE
19 December 1982	USS AYLWIN
19 December 1982	USS MACDONOUGH
19 December 1982	USS AYLWIN
19 December 1982	USS TRUETT
19 December 1982	USS DUPONT
19 December 1982	USS ESTOCIN
19 December 1982	USS MCCLOY
19 December 1982	USS MANLEY
19 December 1982	USS PRATT
19 December 1982	USS FURER
19 December 1982	USS THORN
19 December 1982	USS INGRAM
19 December 1982	USS BUTTE